

BRT on the Corridor Cities Transitway

Imagine walking or driving a short distance to a nearby transit stop and waiting just a minute or two for your ride along the Corridor Cities Transitway (CCT) in Montgomery County. What arrives looks like a light rail vehicle on rubber tires, the latest European design in articulated buses. With low floors, a spacious interior with comfortable seats, and independent suspension on each axle, these modern buses will provide a smooth and quiet ride along a new, dedicated, transitway from the Shady Grove Metro Station to Metropolitan Grove, providing fast, convenient connections to the Metro and MARC rail systems.

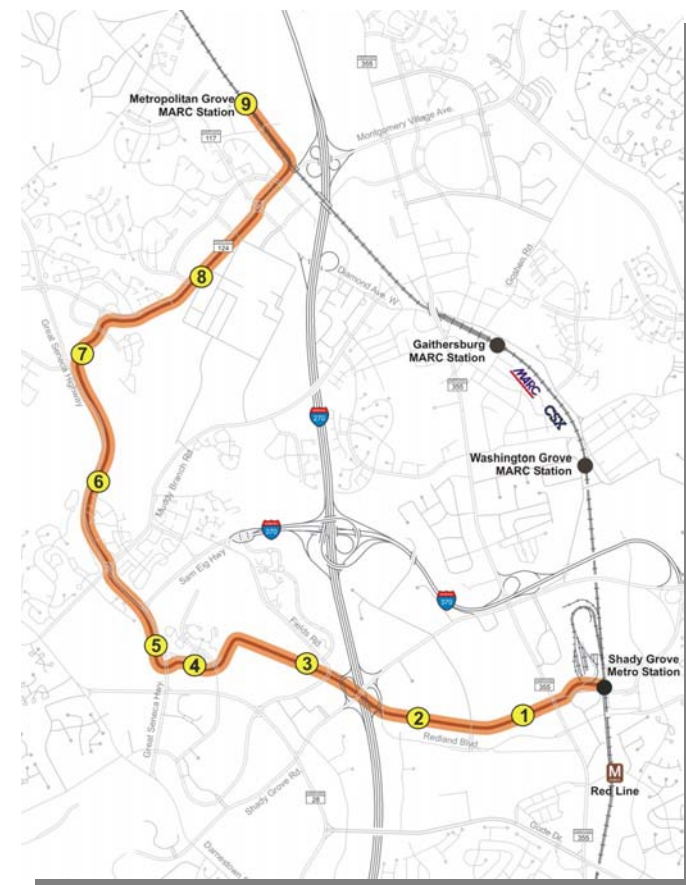


The CCT transitway, long on the county's Master Plan, will run approximately seven miles north from the Shady Grove Metro Station, within the median of King Farm Boulevard, over I-270, and along Discoverly Road, Great Seneca Highway, and Quince Orchard Road, to Metropolitan Grove. Nine new stations are proposed at the following locations:

- ① East Gaither (King Farm)
- ② West Gaither (King Farm)
- ③ Washingtonian (w/P&R)
- ④ DANAC
- ⑤ Discoverly (w/P&R)
- ⑥ School Drive
- ⑦ Quince Orchard (w/P&R)
- ⑧ NIST
- ⑨ Metropolitan Grove (w/P&R)

For more information, please contact:

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Buses will arrive at the stations every two to three minutes during peak periods and every four to six minutes midday and early evening. Travel time from Metropolitan Grove to Shady Grove will be approximately 21-23 minutes. In addition to trunkline service between Metropolitan Grove and Shady Grove, several existing and future area bus routes will use the CCT transitway for a portion of their journey, operating locally serving residential and employment areas and then operating along the transitway to Shady Grove.

North Montgomery County and Frederick County will be connected to the Shady Grove Metrorail Station with express bus service along the proposed managed lanes on I-270 and direct access ramps to I-370. Bus service is also proposed from Germantown and areas north to the CCT via the managed lanes on I-270, accessing the CCT at Metropolitan Grove and operating along the transitway to Shady Grove.

The CCT transitway will use exclusive lanes within the median or along the side of existing streets, with grade-separation at major intersections and signal preemption at other street crossings.



Before and After
Illustrative Illustrations
of the Metropolitan
Grove Station



Before and After
Illustrative
Illustrations of the
East Gaither Station



Each transit station will include spacious, comfortable waiting areas and state of the art passenger information technology displaying the destination and arrival time of the next bus. Four stations will provide parking, and all will safely accommodate pedestrian access.

At the Shady Grove Metro Station, a new bus terminal will be located at the west entrance of the Metro station. Passengers will be able to transfer to the Metro under cover.

At the Metropolitan Grove station, additional parking will be provided with access from I-270. Pedestrian connections to the MARC platforms, a kiss-and-ride drop-off area, and covered waiting shelters will make this an attractive end-of-line station.

North of Metropolitan Grove, new park-and-rides will be provided, with express service to Shady Grove via the managed lanes on I-270.

The fare structure on CCT buses, local Ride-On and Metrobus service, and Metrorail will be integrated, using pre-paid fares from ticket vending machines or Smartcard readers.